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COUNTRY Korea

SUBJECT Vulnerable Targets in the North Korean
Railroad SystemPLACE
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United Nations air attacks on rail bridges and marshalling yards caused the most damage to the North Korean railroad system during 1951, but North Korean rail transport officers believe that the most effective disruption would be caused by the destruction of the water tanks supplying the locomotives. An example is on the line between Haeju and Chongdan (125-56, 37-58) (YC-5806) where there are water tanks next to the stations at Haeju, Chongdan, and Yonan (126-10, 37-54) (BS-5198). Those tanks are not camouflaged and have never been hit by United Nations aircraft. Repair of these tanks if damaged would take 30 days whereas bridges can be repaired within 10 days. Occasionally small groups of United States prisoners of war are in repair gangs. An average of one train per night, carrying grain northward for army use, travels this line; the train has been attacked on about 10 percent of its trips. The most effective raid on this line was in early October when three bridges were knocked out and traffic was halted for 27 days.¹

1. [REDACTED] Comment. The water tank at the end of the tunnel at Chayang underpass station south of Haeju was reported [REDACTED]

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